FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2006-04

This electronic copy may be printed and used in lieu of the FAA biweekly paper copy.

U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-4104

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2006-01			
2005-22-10	R	Airbus	A320-111, -211, -212, -214, -231, -232, and -233
2005-24-11	COR, S 2003-09-03	Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-25-01	COR	Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2005-26-07		Airbus	A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, and A321-231
2005-26-09		Pratt & Whitney	Engine: JT9D-7R4 turbofan
2005-26-15		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR; EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-26-16	S 98-19-22	Airbus	A300 B2–1A, B2–1C, B2K–3C, B2–203, B4–2C, B4–103, B4–203, A300 B4–601, B4–603, B4–620, B4–622, B4–605R, B4–622R, F4–605R, F4–622R, C4–605R Variant F, A310–203, –204, –221, –222, –304, –322, –324, and –325
2005-26-17		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, C4-605R Variant F, F4-605R, F4-622R; A310-203, -204, -221, -222, -304, -322, -324, and -325
2005-26-18	S 2002-01-29	Rolls-Royce Deutschland	Engine: Tay 650-15 and 651-54 turbofan
2006-01-06		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2006-01-51	E	Frakes Aviation	G-73
Biweekly 2006-02			
2006-01-01		Gulfstream Aerospace LP	Gulfstream 100, Astra SPX, AND 1125 Westwind Astra
2006-01-02		McDonnell Douglas	DC–9–14, DC–9–15, DC–9–15F, DC–9–21, DC–9–31, DC–9–32, DC–9–32 (VC–9C), DC–9–32F, DC–9–33F, DC–9–34, DC–9–34F, DC–9–32F (C–9A, C–9B), DC–9–41, DC–9–51, DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), DC–9–87 (MD–87), MD–88, MD–90–30
2006-01-03		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, A300 B4-2C, B4-103, and B4-203
2006-01-04	S 94-11-03	Raytheon	DH.125, HS.125, and BH.125 series; BAe.125 Series 800A (C-29A and U-125), 800B, 1000A, 1000B; Hawker 800 (including variant U-125A), and 1000
2006-01-07		Boeing	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-400F, 747SR, and 747SP series
2006-01-08		BAE Systems (Operations) Limited	Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-01-09		BAE Systems (Operations) Limited	BAe 146-100A and -200A series
2006-01-10		Airbus	A300 B4–600, B4–600R, F4–600R series, C4–605R Variant F (collectively called A300–600 series airplanes). A310 series
2006-01-51	FR	Frakes Aviation	G-73 (Mallard) series; and G-73
2006-02-01		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, -313, -541, and -642
2006-02-02		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-02-03		Raytheon	Hawker 800XP
2006-02-04		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)
2006-02-05		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-02-06		Airbus	A310-203, -204, and -222, A310-304, -322, -324, and -325

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2006-03

2006-02-09	Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2006-02-10	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-02-11	McDonnell Douglas	C-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2006-03-01	Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-03-02	Dassault Aviation	Falcon 2000, Falcon 2000EX
2006-03-03	Rolls-Royce plc	Engine: RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2006-04			
2006-03-04		McDonnell Douglas	DC-8-33, DC-8-51, DC-8-53, DC-8-55, DC-8F-54, DC-8F-55, DC-8-63, DC-8-62F, DC-8-63F, DC-8-71, DC-8-73, DC-8-71F, DC-8-72F, and DC-8-73F
2006-03-05	S 93-02-03	Short Brothers	SD3-60 SHERPA, SD3-SHERPA, and SD3-60
2006-03-06		EMBRAER	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-03-07		Fokker	F.28 Mark -700 and 0100
2006-03-09		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
2006-03-10		Airbus	A318-111 and -112; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211 and -231
2006-03-11		British Aerospace	HS 748
2006-03-12		Boeing	737-100, -200, -200C, -300, -400, and -500
2006-03-13		McDonnell Douglas	DC–10–10, DC–10–10F, DC–10–15, DC–10–30, DC–10–30F (KC–10A and KDC–10), DC–10–40, DC–10–40F, MD–10–10F and MD–10–30F, MD–11 and MD–11F
2006-03-14		Rolls-Royce plc	Engine: RB211 Trent 500 Turbofan
2006-03-16		Hamburger Flugzeubau GmbH	HFB 320 HANSA
2006-04-01		Airbus	A300 B2-1A, B2-1C, B2K-3C, and B2-203 airplanes; Model A300 B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R airplanes; Model A300 C4-605R Variant F airplanes; Model A310-203, -204, -221, and -222 airplanes; and Model A310-304, -322, -324, and -325
2006-04-03		Airbus	A330-201, -202, -203, -223, and -243 airplanes; Model A330-301, -321, -322, -323, -341, -342, and -343 airplanes; Model A340-211, -212, and -213 airplanes; Model A340-311, -312, and -313 airplanes; Model A340-541 airplanes; and Model 340-642
2006-04-04		Meggitt	Appliance: Smoke Detectors
2006-04-05		Bombardier	CL–600–2C10 (Regional Jet Series 700, 701, & 702), CL–600–2D15 (Regional Jet Series 705), CL–600–2D24 (Regional Jet Series 900)
2006-04-06	S 2000-24-02	Airbus	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111 airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, and -131 airplanes.
2006-04-07		BAE Systems	Bae 146 and Avro 146-RJ
2006-04-08		Airbus	A300 B4-601, B4-603, B4-620, and B4-622 airplanes, A300 B4-605R and B4-622R airplanes, A300 F4-605R and F4-622R airplanes, and A300 C4-605R Variant F airplanes; and Airbus Model A310-304, -322, -324, and -325
2006-04-09		Bombardier	CL–600–2C10 (Regional Jet Series 700, 701, & 702) airplanes CL–600–2D15 (Regional Jet Series 705) airplanes, CL–600–2D24 (Regional Jet Series 900) airplanes.
2006-04-10		Cessna	500, 550, S550, 560, 560XL, and 750

MCDONNELL DOUGLAS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-03-04 McDonnell Douglas: Amendment 39-14468. Docket No. FAA-2005-22425; Directorate Identifier 2005-NM-066-AD.

Effective Date

(a) This AD becomes effective March 13, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to McDonnell Douglas Model DC-8-33, DC-8-51, DC-8-53, DC-8-55, DC-8F-54, DC-8F-55, DC-8-63, DC-8-62F, DC-8-63F, DC-8-71, DC-8-73, DC-8-71F, DC-8-72F, and DC-8-73F airplanes, certificated in any category; as identified in Boeing Service Bulletin DC8-53-079, Revision 01, dated June 26, 2002.

Unsafe Condition

(d) This AD results from reports of cracks in the fuselage skin at the corners of the doorjamb for the main cabin cargo door. We are issuing this AD to detect and correct fatigue cracks in the fuselage skin, which could result in rapid decompression of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspections

(f) At the applicable time in paragraph (f)(1) or (f)(2) of this AD: Do the applicable inspections for cracking of the doorjamb corners of the main cabin cargo door in accordance with the Accomplishment Instructions of Boeing Service Bulletin DC8-53-079, Revision 01, dated June 26, 2002; the applicable inspections are specified in Table 1 of Paragraph 1.E. "Compliance" of the service bulletin. Except as provided by paragraphs (g) and (h) of this AD, repeat the inspections thereafter at intervals not to exceed the applicable intervals specified in Table 1 of Paragraph 1.E. "Compliance" of the service bulletin.

(1) For airplanes that have been converted from passenger to cargo under Amended Type Certificate Data Sheet 4A25, Notes 25 and 26, and McDonnell Douglas Supplemental Type Certificates SA3749WE and SA3403WE: Within 15,000 flight cycles after the conversion; or within 12 months after the effective date of this AD; whichever occurs later.

(2) For airplanes that have not been converted from passenger to cargo: Before the accumulation of 15,000 total flight cycles, or within 3,000 flight cycles after the effective date of this AD, whichever occurs later.

Corrective Actions and New Repetitive Intervals

(g) If any crack is found during any inspection required by this AD, before further flight: Do the applicable action in paragraph (g)(1) or (g)(2) of this AD in accordance with the Accomplishment Instructions of Boeing Service Bulletin DC8-53-079, Revision 01, dated June 26, 2002.

(1) For any corner where all cracks are 2.50 inches or less in length, install an external doubler in accordance with the service bulletin: Before the accumulation of 17,000 flight cycles after the installation, do the next inspection of that corner as specified in paragraph (f) of this AD. Repeat the inspections in paragraph (f) of this AD for that corner thereafter at intervals not to exceed 4,400 flight cycles.

(2) For any corner where any crack is greater than 2.50 inches in length, repair the rack using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

Optional Preventive Modification

(h) Installing an external doubler on a corner in accordance with the Accomplishment Instructions of Boeing Service Bulletin DC8-53-079, Revision 01, dated June 26, 2002, terminates the repetitive inspection intervals of paragraph (f) of this AD for that corner. Before the accumulation of 17,000 flight cycles after the installation: Do the next inspection of that corner, as specified in paragraph (f) of this AD. Repeat the inspections in paragraph (f) of this AD for that corner thereafter at intervals not to exceed 4,400 flight cycles.

No Reporting Required

(i) Although the service bulletin referenced in this AD specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Actions Accomplished In Accordance With Previous Issue of Service Bulletin

(j) Actions accomplished before the effective date of this AD in accordance with McDonnell Douglas Service Bulletin C8-53-079, dated January 31, 2001, are acceptable for compliance with the corresponding action in this AD.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes

Delegation Option Authorization Organization who has been authorized by the Manager, Los Angeles ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane and 14 CFR 25.571, Amendment 45, and the approval must specifically refer to this AD.

(4) Inspections required by this AD of specified areas of Principal Structural Element (PSE) 53.08.044 are acceptable for compliance with the applicable requirements of paragraphs (a) and (b) of AD 93-01-15, amendment 39-8469 (58 FR 5576, January 22, 1993). The remaining areas of the affected PSEs must be inspected and repaired as applicable, in accordance with AD 93-01-15.

Material Incorporated by Reference

(l) You must use Boeing Service Bulletin DC8-53-079, Revision 01, dated June 26, 2002, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024), for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_egister/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on January 24, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-987 Filed 2-3-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-04

SHORT BROTHERS PLC
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-03-05 Short Brothers PLC: Amendment 39-14469. Docket No. FAA-2005-22875; Directorate Identifier 2005-NM-179-AD.

Effective Date

(a) This AD becomes effective March 14, 2006.

Affected ADs

(b) This AD supersedes AD 93-02-03.

Applicability

(c) This AD applies to all Shorts Model SD3-60 SHERPA, SD3-SHERPA, and SD3-60 airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from a new report of a cracked pintle pin fork end. We are issuing this AD to prevent stress-corrosion cracking and subsequent failure of the main landing gear (MLG).

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Requirements of AD 93-02-03

Inspection

(f) For Model SD3-60 and SD3-SHERPA airplanes: Within 300 hours' time-in-service or 30 days after March 18, 1993 (the effective date of AD 93-02-03), whichever occurs first, perform a visual inspection of the fork end of the rear pintle pin on each MLG to verify that an undamaged fillet of sealant is properly applied around the flanges of the bronze bushings, in accordance with Shorts SD3-60 Service Bulletin SD360-32-33, dated August 7, 1992.

(1) If an undamaged fillet of properly applied sealant is found: No further action is required by this AD.

(2) If no fillet of sealant is found at the joint line, or if a damaged fillet of sealant is found: Prior to the accumulation of 1,200 hours' time-in-service or 120 days after accomplishing the inspection required by paragraph (f) of this AD, whichever occurs first, remove the bushings and perform a magnetic non-destructive testing (NDT) inspection to detect faults of the bores in the fork end, in accordance with the service bulletin. If faults are found as a result of the NDT inspection, prior to further flight, repair the fork end of the rear pintle pin in a manner approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA.

New Requirements of This AD

Inspection

(g) For all airplanes: Within 3 months after the effective date of this AD, do a general visual inspection of the MLG rear pintle pin assemblies for correctly applied sealant, in accordance with Shorts Service Bulletin SD360-32-37, SD3 Sherpa-32-5, or SD360 Sherpa-32-4, all dated July 2004, as applicable.

(1) If the sealant is applied correctly: This AD requires no further work.

(2) If the sealant is applied incorrectly: Within 12 months after the effective date of this AD, do a magnetic flaw detection inspection to detect cracks of the rear pintle pin fork ends, in accordance with the service bulletin. If any cracked pintle pin fork end is found: Replace it before further flight with a serviceable part that has been inspected in accordance with the requirements of this AD.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Note 2: The service bulletins identified in paragraph (g) of this AD refer to Messier Dowty Special Inspection Service Bulletin 32-70SD, Revision 1, dated July 3, 1995, as an additional source of service information for the inspection and corrective actions.

(h) If any crack is detected during any inspection required by this AD and the service information specifies to contact the manufacturer for repair instructions: Before further flight, repair using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Civil Aviation Authority (CAA) (or its delegated agent).

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(j) British airworthiness directive G-2004-0022, dated August 25, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(k) You must use the service information identified in Table 1 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

TABLE 1.—ALL MATERIAL INCORPORATED BY REFERENCE

Shorts service bulletin	Date
SD3 Sherpa–32–5, including Messier Dowty Special Inspection Service Bulletin 32–70SD, Revision 1, dated July 3, 1995	July 2004
SD360 Sherpa–32–4, including Messier Dowty Special Inspection Service Bulletin 32–70SD, Revision 1, dated July 3, 1995	July 2004.
SD360–32–33	August 7, 1992.
SD360–32–37, including Messier Dowty Special Inspection Service Bulletin 32–70SD, Revision 1, dated July 3, 1995	July 2004.

(1) The Director of the Federal Register approved the incorporation by reference of the documents identified in Table 2 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

TABLE 2.—NEW MATERIAL INCORPORATED BY REFERENCE

Shorts service bulletin	Date
SD3 Sherpa–32–5, including Messier Dowty Special Inspection Service Bulletin 32–70SD, Revision 1, dated July 3, 1995	July 2004.
SD360 Sherpa–32–4, including Messier Dowty Special Inspection Service Bulletin 32–70SD, Revision 1, dated July 3, 1995	July 2004.
SD360–32–37, including Messier Dowty Special Inspection Service Bulletin 32–70SD, Revision 1, dated July 3, 1995	July 2004.

(2) On March 18, 1993 (58 FR 7983, February 11, 1993), the Director of the Federal Register approved the incorporation by reference of Shorts SD3-60 Service Bulletin SD360-32-33, dated August 7, 1992.

(3) Contact Short Brothers, Airworthiness & Engineering Quality, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on January 24, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-992 Filed 2-6-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-04

EMPRESA BRASILEIRA DE AERONAUTICA S.A. (EMBRAER)
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-03-06 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-14470. Docket 2003-NM-271-AD.

Applicability

All Model EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes; certificated in any category.

Compliance

Required as indicated, unless accomplished previously.

To prevent uncommanded movement of the pilot's or copilot's seat, which could interfere with the operation of the airplane and consequent temporary loss of airplane control, accomplish the following:

Initial Inspection and Corrective Action

(a) Within 500 flight hours after the effective date of this AD, do the actions specified in paragraphs (a)(1), (a)(2), and (a)(3), as applicable.

(1) For all airplanes: Do an inspection of the pilot's and co-pilot's seats for part numbers (P/N) and serial numbers (S/N). A review of airplane maintenance records is acceptable in lieu of this inspection if the P/N and S/N of the seats can be conclusively determined from that review.

(i) If any seat is found to have P/N 1471610-00 or 1471611-00, and the S/N is 000 through 324 inclusive: Before further flight, do general visual and detailed inspection of the seat tracks for proper locking of the seats, and do all applicable related investigative actions and corrective actions, in accordance with Parts I and II, as applicable, of the Accomplishment Instructions of the EMBRAER Service Bulletin 145-53-0027, Revision 03, dated February 5, 2004.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Note 2: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate.

Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Note 3: EMBRAER Service Bulletin 145-53-0027, Revision 03, dated February 5, 2004, refers to EMBRAER EMB-145 Structural Repair Manual, Chapter 53-12-11, dated July 18, 2001, as an additional source of information on the limits of acceptable wear.

(ii) If seats are found not to have P/N 1471610-00 or 1471611-00, and a S/N that is up to and including 324 inclusive: No further action is required by this paragraph.

(2) For airplanes having S/N 145004 through 145290 inclusive, do the actions specified in paragraph (a)(2)(i) or (a)(2)(ii) of this AD, as applicable.

(i) For airplanes with a seat track having P/N 145-33669-001: Do general visual and detailed inspections of the seat track(s) for proper locking of the seat and excessive wear, and do any applicable corrective action, in accordance with Parts I and II, as applicable, of the Accomplishment Instructions of EMBRAER Service Bulletin 145-53-0027, Revision 03, dated February 5, 2004. Replace seat tracks that are found to have excessive wear within 50 flight hours after the inspection with a new seat track having P/N 145-33669-003 or 145-33669-601. Do any other applicable corrective action before further flight. Repeat the general visual and detailed inspections thereafter at intervals not to exceed 500 flight hours until the seat track is replaced by a new seat track having P/N 145-33669-003 or 145-33669-601.

(ii) For airplanes without a seat track having P/N 145-33669-001: No further action is required by this paragraph.

(3) For airplanes having S/N 145002 through 145560 inclusive: If any seat is found during the inspection required by paragraph (a)(1) of this AD that does not have a P/N and S/N specified in paragraph (a)(1)(i) of this AD, within 500 flight hours after the effective date of this AD, do a general visual and detailed inspection of the pilot's and co-pilot's seats for proper locking of the seats, and do all applicable related investigative and corrective actions in accordance with Part III of the Accomplishment Instructions of EMBRAER Service Bulletin 145-53-0027, Revision 03, dated February 5, 2004, except as provided by paragraph (d) of this AD. Do any corrective actions before further flight.

Replacement

(b) For airplanes with a SICMA seat(s) bearing a P/N listed in Table 1 of this AD, within 1,000 flight hours after the effective date of this AD, replace the seat locking pin with a new, improved seat locking pin in accordance with the Accomplishment Instructions of SICMA Aero Seat Service Bulletin 147-25-020, Issue 2, dated December 22, 2003. For airplanes without any SICMA seat bearing a P/N listed in Table 1 of this AD, no further action is required by this paragraph.

TABLE 1.—SICMA SEAT P/NS

Part number
1471610–00
1471610–01
1471610–02
1471610–03
1471611–00
1471611–01
1471611–02
1471611–03

Parts Installation

(c) As of the effective date of this AD, no SICMA seat bearing a P/N listed in Table 1 of this AD may be installed on any airplane unless the seat locking pin has been replaced in accordance with paragraph (b) of this AD.

Certain Repairs

(d) Where the EMBRAER service bulletin recommends contacting EMBRAER for appropriate action: Before further flight, repair per a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Departamento de Aviacao Civil (or its delegated agent).

Actions Accomplished Per Previous Issue of Service Bulletin

(e) Accomplishment of the actions specified in EMBRAER Service Bulletin 145-53-0027, dated May 31, 2001; Change 01, dated March 12, 2002; or Revision 02, dated January 24, 2003; before the effective date of this AD, is considered acceptable for compliance with the corresponding requirements of paragraph (a) of this AD.

(f) Accomplishment of the actions specified in SICMA Aero Seat Service Bulletin 147-25-020, dated November 17, 2003; or Issue 1, dated December 3, 2003; before the effective date of this AD, is considered acceptable for compliance with the requirements of paragraph (b) of this AD.

Alternative Methods of Compliance

(g)(1) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Incorporation by Reference

(h) Unless otherwise specified in this AD, the actions must be done in accordance with EMBRAER Service Bulletin 145-53-0027, Revision 03, dated February 5, 2004; and SICMA Aero Seat Service Bulletin 147-25-020, Issue 2, dated December 22, 2003; as applicable. (Pages 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, and 28 of EMBRAER Service Bulletin 145-53-0027 specify an incomplete document date; the date on those pages should read "05/Feb/2004.") This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of this service information, contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343–CEP 12.225, Sao Jose dos Campos–SP, Brazil; or SICMA Aero Seat, 7 Rue Lucien Coupet, 36100 ISSOUDUN, France. To inspect copies of this service information, go to the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or to the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Note 4: The subject of this AD is addressed in Brazilian airworthiness directive 2002-09-01R1, effective June 2, 2004.

Effective Date

(i) This amendment becomes effective on March 13, 2006.

Issued in Renton, Washington, on January 24, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-990 Filed 2-3-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-04

FOKKER SERVICES B.V
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-03-07 Fokker Services B.V.: Amendment 39-14471. Docket No. FAA-2005-22748; Directorate Identifier 2005-NM-127-AD.

Effective Date

(a) This AD becomes effective March 15, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Fokker Model F.28 Mark 0070 and 0100 airplanes, certificated in any category, as identified in Fokker Service Bulletin SBF100-52-069, Revision 3, dated December 18, 2002.

Unsafe Condition

(d) This AD results from reports of the airstairs-type passenger door opening during flight. We are issuing this AD to prevent rapid decompression of the airplane, or ejection of a passenger or crew member out the door during flight.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Installation

(f) Within 30 months after the effective date of this AD, modify the passenger door and install new placards, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-52-069, Revision 3, dated December 18, 2002; including Fokker Manual Change Notification–Operational Documentation MCNO-F100-031, dated December 3, 2001; and Fokker Manual Change Notification–Maintenance Documentation MCNM-F100-064, Revision 2, dated December 18, 2002; and including the drawings listed in Table 1 of this AD. (To conform to certain Office of the Federal Register requirements for incorporating these materials by reference, the table identifies the date of the service bulletin for undated drawings.)

TABLE 1.—DRAWINGS INCLUDED IN SERVICE BULLETIN SBF100–52–069

Fokker drawing	Sheet	Issue	Date
W41074	065	DB	December 18, 2002.
W41418	003	L	December 18, 2002.
W41418	005	E	December 18, 2002.
W41418	006	E	December 18, 2002.
W41418	007	E	December 18, 2002.
W41418	008	M	December 18, 2002.
W42310	001	D	August 14, 2000.
W42310	002	B	August 14, 2000.
W42310	003	F	June 11, 2001.
W59243	024	AU	June 12, 2001.
W59261	017	W	August 9, 2002.
W59261	025	S	July 3, 2001.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(h) Dutch airworthiness directive 2002-057, dated April 29, 2002, also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use Fokker Service Bulletin SBF100-52-069, Revision 3, dated December 18, 2002; including Fokker Manual Change Notification–Operational Documentation MCNO-F100-031, dated December 3, 2001; and including Fokker Manual Change Notification– Maintenance Documentation MCNM-F100-064, Revision 2, dated December 18, 2002; and including the drawings listed in Table 2 of this AD, to do the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 2.—DRAWINGS INCLUDED IN SERVICE BULLETIN SBF100–52–069

Fokker drawing	Sheet	Issue	Date
W41074	065	DB	December 18, 2002.
W41418	003	L	December 18, 2002.
W41418	005	E	December 18, 2002.
W41418	006	E	December 18, 2002.
W41418	007	E	December 18, 2002.
W41418	008	M	December 18, 2002.
W42310	001	D	August 14, 2000.
W42310	002	B	August 14, 2000.
W42310	003	F	June 11, 2001.
W59243	024	AU	June 12, 2001.
W59261	017	W	August 9, 2002.
W59261	025	S	July 3, 2001.

Issued in Renton, Washington, on January 26, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-988 Filed 2-7-06; 8:45 am]

BILLING CODE 4910-13-P

BW 2006-04

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-03-09 Airbus: Amendment 39-14473. Docket No. FAA-2005-21702; Directorate Identifier 2005-NM-024-AD.

Effective Date

(a) This AD becomes effective March 13, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343 airplanes; and A340-211, -212, -213 -311, -312, -313, -541, and -642 airplanes; certificated in any category, as identified in Table 1 of this AD.

TABLE 1.—APPLICABILITY

Airbus model	Except those modified in production by Airbus modification
A330–201, –202, –203, –223, –243, –301, –321, –322, –323, –341, –342, and –343 airplanes.	51953 and either 52110 or 53081.
A340–211, –212, –213, –311, –312, –313 airplanes	51953 and either 52110 or 53081.
A340–541 and –642 airplanes	51951 and either 52109 or 53081.

Unsafe Condition

(d) This AD was prompted by reports of detached and damaged float valves in the left and right fuel tanks of the trimmable horizontal stabilizers (trim tanks). We are issuing this AD to prevent, in the event of a lightning strike to the horizontal stabilizer, sparking of metal parts and debris from detached and damaged float valves, or a buildup of static electricity, which could result in ignition of fuel vapors and consequent fire or explosion.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Borescope Inspection

(f) At the later of the times specified in paragraph (f)(1) and (f)(2) of this AD: Do a borescope inspection for detached or damaged float valves in the left and right trim tanks, by doing the applicable actions in the Accomplishment Instructions of Airbus Service Bulletins A330-28-3086, dated July 24, 2003, and A330-28-3087, Revision 01, dated August 16, 2004 (for Model A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343 airplanes); or A340-28-4100 and A340-28-4101, both Revision 01, both dated August 16, 2004 (for Model A340-211, -212, -213, -311, -312, and -313 airplanes); as applicable.

(1) Prior to the accumulation of 2,500 total flight cycles or 15,000 total flight hours, whichever is first.

(2) Within 7,500 flight hours after the effective date of this AD.

Related Investigative and Corrective Actions

(g) Depending on the results of the inspection required by paragraph (f) of this AD: Do the applicable actions in accordance with the Accomplishment Instructions of the applicable service bulletin identified in Table 2 of this AD, at the times specified in Table 2.

TABLE 2.—INSPECTION RESULTS AND RELATED INVESTIGATIVE/CORRECTIVE ACTIONS

If inspection results reveal—	Then—	In accordance with Airbus service bulletin—
Detached or damaged float valve in the right trim tank.	Before further flight: (1) Remove the detached float and float debris from trim tank and do a detailed tank inspection for structural damage to the affected trim tank. Repair any structural damage to the trim tank or deactivate the trim tank, before further flight, in accordance with the applicable service bulletin, or in accordance with a method approved by the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent). Where the service bulletin specifies to contact the manufacturer, instead contact the Manager, International Branch, ANM–116, or the DGAC (or its delegated agent)	A330–28–3086, dated July 24, 2003. A340–28–4100, Revision 01, dated August 16, 2004.
	Before further flight, after doing the detailed inspection and repairing any structural damage: (2) Replace the affected float valve with a new unit having the same part number (P/N), or a new, improved float valve, P/N 62015–1, in accordance with the applicable service bulletin. If a new unit of P/N 61600 is installed, thereafter, do the inspection required by para-graph (f) of this AD at intervals not to exceed 2,500 flight cycles or 15,000 flight hours, whichever is first, after the most recent inspection, until paragraph (h) of this AD is accomplished	A330–28–3086, dated July 24, 2003. A330–28–3088, dated April 27, 2004. A340–28–4100, Revision 01, dated August 16, 2004. A340–28–4102, dated April 27, 2004.

If inspection results reveal—	Then—	In accordance with Airbus service bulletin—
Detached or damaged float valve in the left trim tank.	Before further flight: (1) Remove the detached float and float debris from the trim tank and do a detailed inspection for structural damage to the affected trim tank. Repair any structural damage to the trim tank or deactivate the trim tank, before further flight, in accordance with the applicable service bulletin, or in accordance with a method approved by the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate; or the DGAC (or its delegated agent). Where the service bulletin specifies to contact the manufacturer, instead contact the Manager, International Branch, ANM–116, or the DGAC (or its delegated agent)	A330–28–3087, Revision 01, dated August 16, 2004. A340–28–4101, Revision 01, dated August 16, 2004.
	Before further flight, after doing the detailed inspection and repairing any structural damage: (2) Replace the affected float valve with either a new unit having that same P/N, or a new improved float valve, P/N L87–13–002 or P/N L87–13–003. If a new unit of P/N L87–13– 001 is installed, thereafter, do the inspection required by paragraph (f) of this AD at intervals not to exceed 2,500 flight cycles or 15,000 flight hours, whichever is first, after the most recent inspection, until paragraph (h) of this AD is accomplished. For Airbus Model A330–201, –202, –203, –223, –243, –301, –321, –322, –323, –341, –342, and –343 air-planes: If a float valve having P/N L87–13–002 is installed, thereafter, replace that float valve with a float valve having that same P/N at intervals not to exceed those specified in paragraph (h) of this AD. Installation of P/N L87–13–003 on Airbus Model A330–201, –202, –203, –223, –243, –301, –321, –322, –323, –341, –342, and –343 airplanes terminates the repetitive float valve replacement required by paragraph (h) of this AD	A330–28–3087, Revision 01, dated August 16, 2004. A330–28–3089, Revision 02, dated April 1, 2005. A330–28–3093, dated June 16, 2005. A330–28–3094, dated April 7, 2005. A340–28–4101, Revision 01, dated August 16, 2004. A340–28–4103, Revision 02, dated April 1, 2005. A340–28–4111, dated April 6, 2005.
No damaged or detached float valve in the left trim tank.	Within 10,000 flight hours or 1,500 flight cycles, whichever is first, from the initial inspection done in accordance with paragraph (f) of this AD, replace the existing Argo-Tech float valve, P/N 61600, with either a new unit having that same P/N, or a new, improved float valve, P/N 62015–1. If a new unit of P/N 61600 is installed, thereafter, repeat the inspection required by paragraph (f) of this AD at intervals not to exceed 2,500 flight cycles or 15,000 flight hours, whichever is first, until paragraph (h) of this AD is accomplished	A330–28–3086, dated July 24, 2003. A330–28–3088, dated April 27, 2004. A340–28–4100, Revision 01, dated August 16, 2004. A340–28–4102, dated April 27, 2004.

If inspection results reveal—	Then—	In accordance with Airbus service bulletin—
No damaged or detached float valve in the left trim tank.	Within 10,000 flight hours or 1,500 flight cycles, whichever is first, from the initial inspection done in accordance with paragraph (f) of this AD, replace the existing Intertechnique float valve, P/N L87–13–001, with either a new unit having that same P/N, or a new improved float valve, P/N L87–13–002 or P/N L87–13–003. If a new unit of P/N L87–13–001 is installed, thereafter, do the inspection required by paragraph (f) of this AD at intervals not to exceed 2,500 flight cycles or 15,000 flight hours, whichever is first, after the most recent inspection, until paragraph (h) of this AD is accomplished. For Airbus Model A330–201, –202, –203, –223, –243, –301, –321, –322, –323, –341, –342, and –343 airplanes: If a float valve having P/N L87–13–002 is installed, thereafter, replace that float valve with a float valve having that same P/N at intervals not to exceed those specified in paragraph (h) of this AD. Installation of P/N L87–13–003 on Airbus Model A330–201, –202, –203, –223, –243, –301, –321, –322, –323, –341, –342, and –343 airplanes terminates the repetitive float valve replacement required by paragraph (h) of this AD	A330–28–3087, Revision 01, dated August 16, 2004. A330–28–3089, Revision 02, dated April 1, 2005. A330–28–3093, dated June 16, 2005. A330–28–3094, dated April 7, 2005. A340–28–4101, Revision 01, dated August 16, 2004. A340–28–4103, Revision 02, dated April 1, 2005. A340–28–4111, dated April 6, 2005.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Installation of New, Improved Float Valves

(h) Within 50 months after the effective date of this AD: Replace any Argo-Tech float valve, P/N 61600, with a new, improved float valve, P/N 62015-1; replace any Intertechnique float valve, P/N L87-13-001, with a new, improved float valve, P/N L87-13-002 or P/N L87-13-003; and do any applicable corrective action; by accomplishing the actions specified in the Accomplishments Instructions of the applicable service bulletin in Table 3 of this AD. Do any applicable corrective action before further flight. For Airbus Model A330-201, -202, -203, -223, –243, -301, -321, -322, -323, -341, -342, and -343 airplanes: If P/N L87-13-002 is installed, replace the float valve thereafter at intervals not to exceed 24,500 flight cycles. Installation of P/N L87-13-003 on Airbus Model A330-201, -202, -203, -223, –243, -301, -321, -322, -323, -341, -342, and -343 airplanes terminates the repetitive float valve replacement required by this paragraph. Installation of either P/N L87-13-002 or P/N L87-13-003 terminates the borescope inspections required by paragraphs (f) and (g) of this AD. Where the service bulletin specifies to contact the manufacturer, instead contact the Manager, International Branch, ANM-116, or the DGAC (or its delegated agent).

TABLE 3.—SERVICE INFORMATION FOR NEW FLOAT VALVES

Airbus model	Float valve P/N	Airbus service bulletin
A330–201, –202, –203, –223, —243, –301, –321, –322, –323, –341, –342, and –343 airplanes.	62015–1	A330–28–3088, dated April 27, 2004.
	L87–13–002.	A330–28–3089, Revision 02, dated April 1, 2005.
	L87–13–003.	A330–28–3093, dated June 16, 2005.
	L87–13–003.	A330–28–3094, dated April 7, 2005.
A340–211, –212, –213, –311, –312, and —313 airplanes.	62015–1	A340–28–4102, dated April 27, 2004.
	L87–13–002.	A340–28–4103, Revision 02, dated April 1, 2005.
	L87–13–003.	A340–28–4111, dated April 6, 2005.
A340–541—and –642 airplanes.	62015–1	A340–28–5007, dated May 7, 2004.
	L87–13–002.	A340–28–5010, dated may 7, 2004.
	L87–13–003.	A340–28–5021, dated April 6, 2005.

Actions Accomplished Previously

(i) Inspections and related investigative and corrective actions accomplished before the effective date of this AD, in accordance with any applicable Airbus service bulletin identified in Table 4 of this AD, are acceptable for compliance with the corresponding actions specified in this AD.

TABLE 4.—SERVICE INFORMATION FOR ACTIONS ACCOMPLISHED PREVIOUSLY

Airbus model	Airbus service bulletin
A330–201, –202, –203, –223, –243, –301, –321, –322, –323, –341, –342, and –343 airplanes.	A330–28–3087, dated July 24, 2003.
	A330–28–3089, Revision 01, dated May 12, 2004.
A340–211, –212, –213, –311, –312, and –313 airplanes.	A340–28–4100, dated July 24, 2003.
	A340–28–4101, dated July 24, 2003.
	A340–28–4103, Revision 01, dated May 12, 2004.
	A340–28–5010, dated May 7, 2004.
	A340–28–5021, dated April 6, 2005.

No Submission of Information/Parts

(j) Where any Airbus service bulletin specifies to submit information to Airbus, or send removed float valves to either Argo-Tech or Intertechnique, those actions are not required by this AD.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(l) French airworthiness directives F-2005-003, dated January 5, 2005, and F-2005-004 R1 and F-2005-005 R1, both dated April 27, 2005, also address the subject of this AD.

Material Incorporated by Reference

(m) You must use the documents specified in Table 5 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 5.—MATERIAL INCORPORATED BY REFERENCE

Airbus service bulletin	Revision level	Date
A330–28–3086, excluding Appendix 01	Original	July 24, 2003.
A330–28–3087, excluding Appendix 01	01	August 16, 2004.
A330–28–3088	Original	April 27, 2004.
A330–28–3089	02	April 1, 2005.
A330–28–3093	Original	June 16, 2005.
A330–28–3094	Original	April 7, 2005.
A340–28–4100	01	August 16, 2004.
A340–28–4101, excluding Appendix 01	01	August 16, 2004.
A340–28–4102	Original	April 27, 2004.
A340–28–4103	02	April 1, 2005.
A340–28–4111	Original	April 6, 2005.
A340–28–5007	Original	May 7, 2004.
A340–28–5010	Original	May 7, 2004.
A340–28–5021	Original	April 6, 2005.

Issued in Renton, Washington, on January 27, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-989 Filed 2-3-06; 8:45 am]

BILLING CODE 4910-13-P

BW 2006-04

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-03-10 Airbus: Amendment 39-14474. Docket No. FAA-2005-22528; Directorate Identifier 2005-NM-125-AD.

Effective Date

(a) This AD becomes effective March 16, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A318-111 and -112; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211 and -231 airplanes; certificated in any category; serial numbers (S/Ns) 1 through 2396 inclusive, except S/Ns 2104, 2143, 2248, 2270, 2347, 2366, 2372, 2376, 2384, 2386, 2388, 2390, 2391, 2393, and 2395.

Unsafe Condition

(d) This AD results from a report indicating that electrical wire damage was found in the 103VU electrical panel due to contact between the hinge pin and the adjacent electrical wire harness. We are issuing this AD to prevent contact between the horizontal hinge pin and the adjacent electrical wire harness, which could result in damage to electrical wires, and consequent arcing and/or failure of associated systems.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspections and Corrective Actions

(f) Within 600 flight hours after the effective date of this AD, do a general visual inspection of the horizontal hinge pin of the 103VU electrical panel in the avionics compartment to determine if the pin can move out of the hinge, and do any applicable related investigative and corrective actions, including repair of any damaged electrical wires, before further flight. Do all the actions in accordance with Airbus All Operators Telex 25A1440, dated February 15, 2005.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

No Reporting

(g) Although Airbus All Operators Telex 25A1440, dated February 15, 2005, specifies that operators should send the results of inspections to the manufacturer, that action is not required by this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(i) French airworthiness directive F-2005-052 R1, dated April 13, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use Airbus All Operators Telex 25A1440, dated February 15, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on January 26, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-1151 Filed 2-8-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-04

BAE SYSTEMS (OPERATIONS) LIMITED (FORMERLY BRITISH AEROSPACE REGIONAL AIRCRAFT)
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-03-11 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-14475. Docket No. FAA-2006-23799; Directorate Identifier 2004-NM-141-AD.

Effective Date

(a) This AD becomes effective February 24, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all BAE Systems (Operations) Limited Model HS 748 series 2A and series 2B airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from incidents where an elevator gust lock re-engaged without input from the flightcrew, and may have caused a flight control restriction. We are issuing this AD to prevent uncommanded re-engagement of the elevator gust lock, which could result in restriction of the elevator's movement and consequent reduced controllability of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Installation and Repetitive Inspections

(f) Within 9 months after the effective date of this AD, install a baulking actuator system for the elevator gust lock in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Service Bulletin HS748-27-135, Revision 2, dated October 2, 2003.

Note 1: BAE Systems (Operations) Limited Service Bulletin HS748-27-135, Revision 2, dated October 2, 2003, refers to BAE Systems (Operations) Limited Alert Service Bulletin HS748-A27-128, Revision 1, dated December 10, 2002; and BAE Systems (Operations) Limited Service Bulletin

HS748-A27-76, Revision 3, dated December 20, 1996; as additional sources of service information for doing the installation.

(g) At the later of the times specified in paragraphs (g)(1) or (g)(2), test the actuator system for correct operation in accordance with Appendix 2 of BAE Systems (Operations) Limited Service Bulletin HS748-27-135, Revision 2, dated October 2, 2003. Repeat the inspection thereafter at intervals not to exceed 750 flight hours or 240 days, whichever occurs first. Correct any operation errors before further flight in accordance with a method approved by the FAA or the Civil Aviation Authority (CAA) (or its delegated agent).

(1) 750 flight hours or 240 days after installation of the actuator system, whichever occurs first.

(2) 750 flight hours or 240 days after the effective date of this AD, whichever occurs first.

Inspection of Any Installation Done in Accordance With Older Service Bulletin

(h) For airplanes with a baulking actuator system installed in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Service Bulletin HS748-27-135, Revision 1, dated December 10, 2002: Within 750 flight hours or 240 days after the effective date of this AD, whichever occurs first, do the actions specified in paragraphs (h)(1) and (h)(2) of this AD.

(1) Do a general visual inspection of the actuator system for correct wiring in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Service Bulletin HS748-27-135, Revision 2, dated October 2, 2003. Reroute any wiring as applicable before further flight in accordance with the service bulletin.

(2) Do a functional test of the actuator system in accordance with Appendix 1 of BAE Systems (Operations) Limited Service Bulletin HS748-27-135, Revision 2, dated October 2, 2003.

Note 2: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Previous Actions

(i) Actions done before the effective date of this AD in accordance with BAE Systems (Operations) Limited Service Bulletin HS748-27-135, Revision 1, dated December 10, 2002, are considered acceptable for compliance with paragraphs (f) and (g) of this AD.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(k) British airworthiness directives G-2004-0002, dated February 18, 2004, and 003-12-2002, also address the subject of this AD.

Material Incorporated by Reference

(l) You must use BAE Systems (Operations) Limited Service Bulletin HS748-27-135, Revision 2, dated October 2, 2003, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on January 26, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-1149 Filed 2-8-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-04

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-03-12 Boeing: Amendment 39-14476. Docket No. FAA-2005-20354; Directorate Identifier 2004-NM-166-AD.

Effective Date

(a) This AD becomes effective March 16, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent chafed wire bundles near the center fuel tank, which could cause electrical arcing through the tank wall and ignition of fuel vapor in the fuel tank, and result in a fuel tank explosion.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection of Wire Bundles and Fuel Vapor Barrier and Corrective Actions

(f) Within 60 months after the effective date of this AD: Do a detailed inspection for chafing of the wire bundles located below the passenger compartment, above the center fuel tank, aft of station 540 to approximately station 663.75, right buttock line (RBL) and left buttock line (LBL) 24.50; do a detailed inspection for damage to the fuel vapor barrier area located below the wire bundles, as applicable; and do any applicable corrective actions; by accomplishing all of the applicable actions specified in the Accomplishment Instructions of Boeing Service Bulletin 737-28-1208, Revision 1, dated August 25, 2005. Any corrective actions must be done before further flight.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Adjustment/Replacement of Wire Bundle Clamps and Installation of Protective Sleeve

(g) After performing the actions required by paragraph (f) of this AD: Before further flight, adjust and replace, as applicable, the wire bundle clamps located aft of station 540; and install a protective sleeve on the upper bundle of the bundle run at station 616, RBL and LBL 24.50; by accomplishing all of the applicable actions specified in the Accomplishment Instructions of Boeing Service Bulletin 737-28-1208, Revision 1, dated August 25, 2005.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(i) You must use Boeing Service Bulletin 737-28-1208, Revision 1, dated August 25, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on January 30, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-1152 Filed 2-8-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-04

MCDONNELL DOUGLAS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-03-13 McDonnell Douglas: Amendment 39-14477. Docket No. FAA-2005-22503; Directorate Identifier 2005-NM-062-AD.

Effective Date

(a) This AD becomes effective March 16, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to McDonnell Douglas airplanes identified in Table 1 of this AD, certificated in any category.

TABLE 1.—APPLICABILITY

Model—	As identified in—
(1) DC–10–10, DC–10–10F, DC–10–15, DC–10–30, DC–10–30F (KC–10A and KDC–10), DC–10–40, DC–10–40F, MD–10–10F and MD–10–30F airplanes.	Boeing Service Bulletin DC10–57–154, dated February 2, 2005.
(2) MD–11 and MD–11F airplanes	Boeing Service Bulletin MD11–57–076, dated February 2, 2005.

Unsafe Condition

(d) This AD was prompted by reports of corrosion and failures of the upper and lower studbolts of the outboard flaps inboard and outboard hinge fittings. We are issuing this AD to prevent corrosion and subsequent cracking of studbolts, which could result in failure of the flap hinge fittings and their possible separation from the wing rear spar, and consequent reduced controllability of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Service Bulletins

(f) The term "service bulletin," as used in this AD, means the Accomplishment Instructions of the applicable service bulletin listed in Table 1 of this AD.

Ultrasonic Inspection

(g) Do an ultrasonic inspection for cracks of the upper and lower studbolts (upper studbolts only for Model MD-11 and -11F airplanes) of the inboard and outboard hinge fittings of the left and right outboard flaps of the wings, in accordance with the service bulletin. Inspect within 72 months from the time the studbolts were last replaced, or within 24 months after the effective date of this AD, whichever occurs later.

Condition 1: No Cracked Studbolts

(h) If no cracked upper or lower studbolt is detected during any ultrasonic inspection required by paragraph (g) of this AD, do the actions specified in paragraph (i), (j), or (k) of this AD.

Condition 1, Option 1: Repetitive Inspections

(i) Repeat the ultrasonic inspection required by paragraph (g) of this AD thereafter at intervals not to exceed 24 months, until the action in paragraph (j)(1), (j)(2), (k)(1), (k)(2)(i), (o)(1), or (o)(2)(i) of this AD is done.

Condition 1, Option 2: Replacement

(j) Within 72 months from the time the studbolts were last replaced, or within 24 months after the effective date of this AD, whichever occurs later, do any one of the replacements in Table 2 of this AD. Thereafter, at the times specified in Table 2, repeat the ultrasonic inspection required by paragraph (g) of this AD (if applicable).

TABLE 2.—REPLACEMENT PARTS

Replace the upper and lower studbolts (as applicable) of the inboard and outboard hinge fit-tings with—	And repeat the ultrasonic inspection required by paragraph (g) of this AD thereafter—	Accomplishing this replacement terminates—
(1) New studbolts that have increased corrosion protection in accordance with the service bulletin.	None	The repetitive inspection requirements of paragraph (i), (j)(3), and (j)(4) of this AD.
(2) Studbolts changed with protective treatment in accordance with a method approved by the Manager, Los Angeles Aircraft Certification (ACO), FAA.	None	The repetitive inspection requirements of paragraph (i), (j)(3), and (j)(4) of this AD.
(3) Equivalent studbolts in accordance with the service bulletin.	At intervals not to exceed 24 months	None.
(4) Kept serviceable studbolts wet with sealant in accordance with the service bulletin.	At intervals not to exceed 24 months	None.

Condition 1, Option 3: Removal, Inspection(s), and Corrective Actions

(k) Within 72 months from the time the studbolts were last replaced, or within 24 months after the effective date of this AD, whichever occurs later, remove the upper and lower studbolts (as applicable) of the inboard and outboard hinge fittings, and do a detailed inspection for corrosion of the upper and lower studbolts (as applicable), in accordance with the service bulletin.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

(1) If no corroded studbolt is found, before further flight, change the protective treatment of all upper and lower studbolts (as applicable) to give increased corrosion protection, in accordance with a method approved by the Manager, Los Angeles ACO, FAA. Accomplishing this change ends the repetitive inspection requirements of paragraph (i) of this AD.

(2) If any corroded studbolt is found, before further flight, install any studbolt identified in and in accordance with Table 2 of this AD, thereafter do the repetitive inspections (if applicable) in accordance with Table 2 of this AD, and do a magnetic particle inspection for cracks in any remaining studbolt in accordance with the service bulletin.

(i) If no cracked studbolt is found, before further flight, change the protective treatment of all remaining studbolts to give increased corrosion protection, in accordance with a method approved by the Manager, Los Angeles ACO, FAA. Accomplishing this change ends the repetitive inspection requirements of paragraph (i) of this AD.

(ii) If any cracked studbolt is found, before further flight, install any studbolt identified in and in accordance with Table 2 of this AD, and thereafter do the repetitive inspections (if applicable) in accordance with Table 2 of this AD.

Condition 2: Cracked Studbolts

(l) If any cracked studbolt is detected during any ultrasonic inspection required by paragraph (g) of this AD, before further flight, do the actions specified in paragraph (m), (n), or (o) of this AD.

Condition 2, Option 1: Removal, Inspection(s), and Corrective Actions

(m) Remove any cracked upper and lower studbolt (as applicable) of the inboard and outboard hinge fittings, install any studbolt identified in and in accordance with Table 2 of this AD, do the repetitive inspections (if applicable) in accordance with Table 2 of this AD, and do a detailed inspection for corrosion of any remaining studbolts in accordance with the service bulletin.

(1) If no corroded studbolt is found, before further flight, do a magnetic particle inspection for cracks in any remaining studbolt in accordance with the service bulletin. If any crack is found, before further flight, install any studbolt identified in and in accordance with Table 2 of this AD and do the repetitive inspections (if applicable) in accordance with Table 2 of this AD.

(2) If any corroded studbolt is found, before further flight, install any studbolt identified in and in accordance with Table 2 of this AD, do the repetitive inspections (if applicable) in accordance with Table 2 of this AD, and do a magnetic particle inspection for cracks in any remaining studbolt in accordance with the service bulletin.

(i) If no cracked studbolt is found, before further flight, install any studbolt identified in and in accordance with Table 2 of this AD, and do the repetitive inspections (if applicable) in accordance with Table 2 of this AD.

(ii) If any cracked studbolt is found, before further flight, install any studbolt identified in and in accordance with Table 2 of this AD, and do the repetitive inspections (if applicable) in accordance with Table 2 of this AD.

Condition 2, Option 2: Replacement

(n) Replace all studbolts in accordance with paragraph (j) of this AD.

Condition 2, Option 3: Removal, Inspections, and Installation

(o) Remove any cracked studbolt, install any studbolt identified in and in accordance with Table 2 of this AD, do the repetitive inspections (if applicable) in accordance with Table 2 of this AD, and do a detailed inspection for corrosion of any remaining studbolt in accordance with the service bulletin.

(1) If no corroded studbolt is found, before further flight, do a magnetic particle inspection for cracks in any remaining studbolt in accordance with the service bulletin, and change the protective treatment of all remaining upper and lower studbolts (as applicable) to give increased corrosion protection in accordance with a method approved by the Manager, Los Angeles ACO, FAA. Accomplishing this change ends the repetitive inspection requirements of paragraph (i) of this AD.

(2) If any corroded studbolt is found, before further flight, install any studbolt identified in and in accordance with Table 2 of this AD, do the repetitive inspections (if applicable) in accordance with Table 2 of this AD, and do a magnetic particle inspection for cracks in any remaining studbolt in accordance with the service bulletin.

(i) If no cracked studbolt is found, before further flight, change the protective treatment of all remaining studbolts to give increased corrosion protection in accordance with a method approved by the Manager, Los Angeles ACO, FAA. Accomplishing this change ends the repetitive inspection requirements of paragraph (i) of this AD.

(ii) If any cracked studbolt is found, before further flight, install any studbolt identified in and in accordance with Table 2 of this AD, and do the repetitive inspections (if applicable) in accordance with Table 2 of this AD.

Alternative Methods of Compliance (AMOCs)

(p)(1) The Manager, Los Angeles ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(q) You must use the applicable service bulletin in table 3 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024), for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 3.—MATERIAL INCORPORATED BY REFERENCE

Service Bulletin	Date
Boeing Service Bulletin DC10–57–154.	February 2, 2005.
Boeing Service Bulletin MD11–57–076.	February 2, 2005.

Dated: Issued in Renton, Washington, on January 30, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-1148 Filed 2-8-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-04

ROLLS-ROYCE PLC
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

2006-03-14 Rolls-Royce plc: Amendment 39-14478. Docket No. FAA-2005-23279; Directorate Identifier 2005-NE-44-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective February 24, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Rolls-Royce plc (RR) RB211 Trent 553-61, 553A2-61, 556B-61, 556A2-61, 556-61, 556B2-61, 560-61, and 560A2-61 turbofan engines. These engines are installed on, but not limited to, Airbus A340-500 and A340-600 series airplanes.

Unsafe Condition

(d) This AD results from a report of an RB211 Trent 700 series engine that experienced a disk shaft separation, overspeed of the IP turbine rotor, and multiple blade release of IP turbine blades. We are issuing this AD to prevent internal oil fires caused by coking and carbon buildup, that could result in uncontained engine failure and damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Initial Inspection

(f) Using section 3, Parts A and B of the Accomplishment Instructions of RR Alert Service Bulletin (ASB) RB.211-72-AE836, Revision 1, dated October 5, 2005, perform an initial inspection of the high pressure-and-intermediate-pressure (HP-IP) turbine bearing oil vent tubes and bearing chambers as follows:

(1) For IP Turbine modules (05 modules) with 9,600 hours time-since-new (TSN) or 1,200 cycles-since-new (CSN) or more on the effective date of this AD, carry out the inspection within 2,400 hours time-in-service (TIS) or 300 cycles-in-service (CIS) from the effective date of this AD, whichever occurs first.

(2) For 05 modules that are below 9,600 hours TSN or 1,200 CSN on the effective date of this AD, carry out the inspection prior to 12,000 hours TSN or 1,500 CSN, whichever occurs first,.

Repetitive Inspections

(g) Repeat the inspection at intervals not to exceed 12,000 hours time-since-previous-inspection (TSPI) or 1,500 cycles-since-previous-inspection (CSPI), whichever occurs first, if at the previous inspection, any of the following conditions were observed:

(1) There was no carbon buildup of a visible thickness.

(2) The cleaning tool, HU82105, could pass along the full length of the internal vent tube into the bearing chamber.

(3) The 8 mm diameter borescope could pass along the full length of the internal vent tube into the bearing chamber.

(h) Repeat the inspection at intervals not to exceed 1,600 hours TSPI or 400 CSPI, whichever occurs first, if, at the previous inspection, the carbon restriction prevented the 8 mm diameter flexible borescope from passing through the internal vent tube, but the 6 mm diameter borescope could pass along the full length of the internal vent tube into the bearing chamber.

(i) Remove the engine within 10 CSPI, if the carbon restriction prevented the 6 mm diameter borescope from passing through the full length of the internal vent tubes.

05 Modules in the Shop

(j) For 05 modules in the shop on the effective date of this AD, inspect the vent tube for carbon buildup of a visible thickness and repair the vent tube as necessary prior to further flight. Information regarding the inspection and repair of vent tubes for 05 modules in the shop can be found in section B. of RR ASB RB.211-72-AE836, Revision 1, dated October 5, 2005.

Alternative Methods of Compliance

(k) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(l) United Kingdom Civil Aviation Authority airworthiness directive G-2005-0029, dated October 4, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(m) You must use Rolls-Royce plc Alert Service Bulletin RB.211-72-AE836, Revision 1, dated October 5, 2005, to perform the inspections required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Rolls-Royce plc, Technical Publications, P.O. Box 31, Derby, DE24 8BJ, UK; telephone: 011-44-1332-242424; fax: 011-44-1332-249936, for a copy of this service information. You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal-register/cfr/ibrlocations.html*.

Issued in Burlington, Massachusetts, on February 1, 2006.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 06-1145 Filed 2-8-06; 8:45 am]

BILLING CODE 4910-13-P

BW 2006-04

HAMBURGER FLUGZEUGBAU GMBH
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-03-16 Hamburger Flugzeugbau GmbH: Amendment 39-14480. Docket No. FAA-2005-22401; Directorate Identifier 2004-NM-93-AD.

Effective Date

(a) This AD becomes effective March 15, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Hamburger Flugzeugbau GmbH Model HFB 320 HANSA airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from a report that all airplanes in operation might have met or exceeded the designed life limit for the primary structure. We are issuing this AD to prevent continued operation of an airplane beyond its designed life limit for the primary structure, which could result in reduced structural integrity of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Airworthiness Limitations Revision

(f) Within 30 days after the effective date of this AD: Revise the Limitations section of the HFB 320 Hansa Airplane Flight Manual (AFM) to state the following (or insert a copy of this AD into the Limitations section):

"Do not operate the airplane beyond 15,000 total flight cycles, or 15,000 total flight hours, whichever occurs first."

(g) This limitation may be removed from the HFB 320 Hansa AFM after the Manager, International Branch, ANM-116, FAA, approves analysis that would substantiate continued safe operation beyond the designed life limit of 15,000 total flight cycles, or within 15,000 total flight hours on the airplane, whichever occurs first.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with Sec. 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(i) German airworthiness directive 2002-158, effective October 3, 2002, also addresses the subject of this AD.

Material Incorporated by Reference

(j) None.

Issued in Renton, Washington, on January 31, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-1147 Filed 2-7-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-04

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-04-01 Airbus: Amendment 39-14482. Docket No. FAA-2005-22411; Directorate Identifier 2005-NM-074-AD.

Effective Date

(a) This AD becomes effective March 24, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A300 B2-1A, B2-1C, B2K-3C, and B2-203 airplanes; Model A300 B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R airplanes; Model A300 C4-605R Variant F airplanes; Model A310-203, -204, -221, and -222 airplanes; and Model A310-304, -322, -324, and -325 airplanes; certificated in any category; except for those airplanes on which Airbus Modification 12857 has been incorporated in production.

Unsafe Condition

(d) This AD was prompted by a report of injuries occurring on in-service airplanes when crewmembers forcibly initiated opening of passenger/crew doors against residual pressure causing the doors to rapidly open. We are issuing this AD to prevent injury to crewmembers, and subsequent damage to the airplane caused by the rapid opening of the door.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Replacing the Cabin Altitude Indicator

(f) Within 34 months after the effective date of this AD, replace the cabin altitude indicator (Part Number (P/N) 37000-3) in the cabin pressure control panel with a new improved cabin altitude indicator (P/N 37000-3-01), in accordance with the service bulletins specified in Table 1 of this AD, as applicable.

Table 1.–Airbus Service Bulletins

Model	Service bulletin and revision number	Date
Model A300 B2–1A, B2–1C, B2K–3C, and B2–203 airplanes; Model A300 B4–2C, B4–103, and B4–203 airplanes; Model A300 B4–601, B4–603, B4–620, and B4–622 airplanes.	A300–21–0131, Revision 02	April 20, 2005.
Model A300 B4–605R and B4–622R airplanes; Model A300 F4–605R and F4–622R airplanes; Model A300 C4–605R Variant F airplanes.	A300–21–6050, Revision 02	April 20, 2005.
Model A310–304, –322, –324, and –325 airplanes	A310–21–2063, Revision 02	April 20, 2005.

Note 1: The service bulletins specified in Table 1 of paragraph (f) of this AD describe installation of an in-service modification equivalent to production Modification 12857.

Additional Source of Service Information

Note 2: Each of the service bulletins specified in Table 1 of paragraph (f) of this AD refers to Thales Service Bulletin 37000-3-21-001, dated October 8, 2004, as an additional source of service information.

Actions Accomplished in Accordance With Previous Service Information

(g) Replacement of the cabin altitude indicator with a new, improved indicator, in accordance with the Airbus service bulletins specified in Table 2 of this AD, as applicable, before the effective date of this AD, is acceptable for compliance with the requirements of paragraph (f) of this AD.

Table 2.–Airbus Service Bulletins Acceptable for Compliance

Model	Service bulletin and revision number	Date
Model A300 B2–1A, B2–1C, B2K–3C, and B2–203 airplanes; Model A300 B4–2C, B4–103, and B4–203 airplanes; Model A300 B4–601, B4–603, B4–620, and B4–622 airplanes.	A300–21–0131, (original) A300–21–0131, Revision 01	September 9, 2004. January 6, 2005.
Model A300 B4–605R and B4–622R airplanes; Model A300 F4–605R and F4–622R airplanes; Model A300 C4–605R Variant F airplanes.	A300–21–6050, (original) A300–21–6050, Revision 01	September 9, 2004. December 17, 2004.
Model A310–304, –322, –324, and –325 airplanes	A310–21–2063, (original) A310–21–2063, Revision 01	September 9, 2004. January 6, 2005.

Parts Installation

(h) After the effective date of this AD, no person may install a Thales cabin altitude indicator having P/N 37000-3 on any airplane.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(j) French airworthiness directive F-2005-027, dated February 16, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(k) You must use the service information specified in Table 3 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Table 3.–Material Incorporated by Reference

Airbus service bulletin	Revision level	Date
A300–21–0131	02	April 20, 2005.
A300–21–6050	02	April 20, 2005.
A310–21–2063	02	April 20, 2005.

Issued in Renton, Washington, on February 1, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-1412 Filed 2-16-06; 8:45 am]

BW 2006-04

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-04-03 Airbus: Amendment 39-14484. Docket 2003-NM-211-AD.

Applicability: Model A330-201, -202, -203, -223, and -243 airplanes; Model A330-301, -321, -322, -323, -341, -342, and -343 airplanes; Model A340-211, -212, and -213 airplanes; Model A340-311, -312, and -313 airplanes; Model A340-541 airplanes; and Model 340-642 airplanes; certificated in any category; except Model A330-200 and -300 and A340-200 and -300 series airplanes on which both Airbus Modifications 52708 and 52811 were done during production, or only Airbus Modification 52708 was done during production, and Model A340-541 and -642 airplanes on which Airbus Modification 52708 was done during production, and on which no slide or slide raft has been removed since delivery from the manufacturer.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of an emergency evacuation slide raft to deploy and inflate during an emergency situation, which could impede an evacuation and result in injury to passengers or crewmembers, accomplish the following:

Service Information References

(a) The following information pertains to the service information referenced in this AD:

(1) The term "service bulletin" as used in this AD, means the Accomplishment Instructions of Airbus Service Bulletins A330-25-3225, Revision 01 (for Model A330-200 and -300 series airplanes), and A340-25-4228, Revision 01 (for Model A340-200 and -300 series airplanes), both dated September 30, 2004; and A340-25-5054 (for Model A340-541 and -642 airplanes), dated August 2, 2004.

(2) The service bulletins refer to Goodrich Alert Service Bulletin 25A341, Revision 1, dated May 21, 2003; and Goodrich Service Bulletin 25-347, Revision 1, dated August 30, 2004; as additional sources of service information for accomplishment of the modification specified in the service bulletins.

(3) Accomplishing the modification before the effective date of this AD in accordance with Airbus Service Bulletin A330-25-3225 or A340-25-4228, both dated August 2, 2004; is considered acceptable for compliance with the modification required by this AD.

Part Number Identification/Modification

(b) Within 18 months after the effective date of this AD: Determine the part number of the emergency slides or slide rafts fitted on the door types and locations listed in Table 1 of this AD. If no affected slides or slide rafts are found installed on the airplane, then no further action is required by this paragraph. If any affected slides or slide rafts are found installed on the airplane: Modify the regulator valves of the slide and slide raft assemblies at the applicable time specified in paragraph (b)(1) or (b)(2) of this AD, in accordance with the applicable service bulletin.

(1) For airplanes on which the regulator valves have not been modified as of the effective date of this AD per Goodrich Alert Service Bulletin 25A341, Revision 1, dated May 21, 2003: Before further flight.

(2) For airplanes on which the regulator valves have been modified as of the effective date of this AD per Goodrich Alert Service Bulletin 25A341, Revision 1, dated May 21, 2003: Within 18 months after the effective date of this AD.

Table 1.–Part Numbers

Door type	Door location	Goodrich slide/slide raft part number
A	1 and 4, left-hand (LH) and right-hand (RH).	7A1508–001, –003, –005, –007, –013, –015, –017, –101, –103, –105, –107, –109, –113, –115, or –117.
A	2, LH	7A1539–001, –003, –005, –007, –013, –015, –017, –101, –103, –105, –107, –109, –113, –115, or –117.
A	2, RH	7A1539–002, –004, –006, –008, –014, –016, –018, –102, –104, –106, –108, –110, –114, –116, or –118.
A	3, LH	7A1510–001, –003, –005, –007, –013, –015, –017, –101, –103, –105, –107, –109, –113, –115, or –117; or 4A3934–1 or –3.
A	3, RH	7A1510–002, –004, –006, –008, –014, –016, –018, –102, –104, –106, –108, –110, –114, –116, or –118; or 4A3934–2 or –4.
1	3, LH and RH	7A1509–001, –003, –005, –101, –103, –105, –107, –109, –111, –115, or –117.
1	3, LH	4A3928–1.
1	3, RH	4A3928–2.

Parts Installation

(c) As of the effective date of this AD, no person may install a regulator valve having a part number listed in the old part number column specified in Paragraph 1.L. of the applicable service bulletin on any airplane, unless that regulator valve has been modified in accordance with paragraph (b) of this AD.

Alternative Methods of Compliance

(d) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, is authorized to approve alternative methods of compliance for this AD.

Note 1: The subject of this AD is addressed in French airworthiness directive F-2004-094 R1, dated February 16, 2004.

Incorporation by Reference

(e) Unless otherwise specified in this AD, the actions must be done in accordance with Airbus Service Bulletin A330-25-3225, Revision 01, dated September 30, 2004; Airbus Service Bulletin A340-25-4228, Revision 01, dated September 30, 2004; or Airbus Service Bulletin A340-25-5054, dated August 2, 2004; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of this service information, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. To inspect copies of this service information, go to the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or to the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Effective Date

(f) This amendment becomes effective on March 24, 2006.

Issued in Renton, Washington, on February 1, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-1411 Filed 2-16-06; 8:45 am]

BW 2006-04

TRANSPORT CATEGORY AIRPLANES
AIRWORTHINESS DIRECTIVE
APPLIANCE
LARGE AIRCRAFT

2006-04-04 Transport Category Airplanes: Amendment 39-14485. Docket No. FAA-2005-22031; Directorate Identifier 2004-NM-259-AD.

Effective Date

(a) This AD becomes effective March 24, 2006.

Affected ADs

(b) Accomplishment of certain actions required by this AD terminates certain requirements of AD 2005-02-04, amendment 39-13949.

Applicability

(c) This AD applies to Meggitt Model 602 smoke detectors approved under Technical Standard Order (TSO) TSO-C1C and having any P/N 8930-( ) identified as a "Current Part Number" in Meggitt Service Information Letter 8930-26-01, Revision C, dated May 25, 2005, as installed on various transport category airplanes, certificated in any category, including but not limited to the airplane models listed in Table 1 of this AD.

Table 1.–Certain Affected Airplanes

Manufacturer	Model
Aerospatiale	ATR42–200, –300, –320, and –500 airplanes. ATR72–101, –201, –102, –202, –211, –212, and –212A airplanes.
Boeing	727, 727C, 727–100, 727–100C, 727–200, and 727–200F series airplanes. 737–100, –200, –200C, –300, –400, –500, –600, –700, –700C, –800 and –900 series airplanes.
McDonnell Douglas	DC–10–10 and DC–10–10F; DC–10–15; DC–10–30 and DC–10–30F (KC–10A and KDC–10); and DC–10–40 and DC–10–40F airplanes. MD–10–10F and MD–10–30F airplanes. MD–11 and MD–11F airplanes.

Unsafe Condition

(d) This AD is prompted by a report indicating that the affected smoke detectors can "lock up" during electrical power transfer from the auxiliary power unit (APU) to the engines. We are issuing this AD to identify and provide corrective action for a potentially inoperative smoke detector and to ensure that the flightcrew is alerted in the event of a fire.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Smoke Detector Identification/Replacement

(f) Within 6 months after the effective date of this AD, replace the affected smoke detector with a modified smoke detector, in accordance with Meggitt Service Information Letter 8930-26-01, Revision C, dated May 25, 2005. Replacement of a smoke detector before the effective date of this AD is also acceptable if done in accordance with the original issue of Meggitt Service Information Letter 8930-26-01, dated November 8, 2004; Revision A, dated November 8, 2004; or Revision B, dated January 19, 2005.

Effect on AD 2005-02-04

(g) For airplanes subject to the requirements of AD 2005-02-04: After all affected smoke detectors have been replaced with modified smoke detectors in accordance with paragraph (f) of this AD, the operational limitation required by paragraph (h) of AD 2005-02-04 is terminated and may be removed from the airplane flight manual.

Parts Installation

(h) On or after the effective date of this AD, no person may install on any airplane a Meggitt Model 602 smoke detector having any P/N 8930-( ) identified as a "Current Part Number" in Meggitt Service Information Letter 8930-26-01, Revision C, dated May 25, 2005.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Los Angeles Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(j) You must use Meggitt Service Information Letter 8930-26-01, Revision C, dated May 25, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Meggitt Safety Systems Inc., 1915 Voyager Avenue, Simi Valley, California 93063, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_ federal–regulations/ibr–locations.html.

Issued in Renton, Washington, on February 1, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-1408 Filed 2-16-06; 8:45 am]

BW 2006-04

BOMBARDIER, INC. (FORMERLY CANADAIR)
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-04-05 Bombardier, Inc. (Formerly Canadair): Amendment 39-14486. Docket No. FAA-2005-22632; Directorate Identifier 2005-NM-158-AD.

Effective Date

(a) This AD becomes effective March 22, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Bombardier airplanes identified in Table 1 of this AD, certificated in any category.

TABLE 1.—APPLICABILITY

Bombardier airplane models	Serial numbers
CL–600–2C10 (Regional Jet Series 700, 701, & 702) airplanes.	10003 and subsequent.
CL–600–2D15 (Regional Jet Series 705) airplanes.	15001 and subsequent.
CL–600–2D24 (Regional Jet Series 900) airplanes.	15001 and subsequent.

Unsafe Condition

(d) This AD results from reports of fractured output links of the power control unit (PCU) for the ailerons. We are issuing this AD to prevent failure of an output link of the aileron PCU, which, if both links on one aileron fail, could result in reduced lateral control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Repetitive Inspections, Related Investigative Actions, and Corrective Actions

(f) Prior to the accumulation of 2,000 total flight hours, or within 550 flight hours after the effective date of this AD, whichever is later: Do a detailed inspection for cracking or fracturing of the output links of the aileron PCU and do all related investigative and corrective actions, as applicable,

in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A670BA-27-023, including Appendix A, Revision A, dated May 18, 2005, except as provided by paragraph (g) of this AD. Thereafter, repeat the inspection and applicable related investigative and corrective actions at intervals not to exceed 1,000 flight hours. Any applicable related investigative and corrective actions must be done before further flight after the inspection.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Exception to Corrective Action Instructions

(g) If any cracking or other damage is found on an aileron lug or flange bushing during any inspection required by this AD, and the service bulletin recommends contacting Bombardier for appropriate action: Before further flight, disposition and replace the cracked or damaged aileron lug or flange bushing with a new part, in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), FAA; or Transport Canada Civil Aviation (TCCA) (or its delegated agent).

Reporting

(h) Submit a report of the findings (both positive and negative) of the inspections required by paragraph (f) of this AD to Bombardier Aerospace; Attention: Christian Holzl, dept. 508; Location S666 1422 024; 13100 Highway 50; Mirabel, Quebec, J7M 3C6, Canada; fax (450) 476-7321. Submit the report at the applicable time specified in paragraph (h)(1) or (h)(2) of this AD. The report must include the airplane serial number, the total accumulated flight cycles and flight hours on the airplane, the date of the inspection, the total accumulated flight cycles and flight hours at the last "C" check, the serial number of each PCU, and the results of all inspections, tests, and measurements done in accordance with paragraph (f) of this AD. Submitting Appendix A of Bombardier Alert Service Bulletin A670BA-27-023, including Appendix A, Revision A, dated May 18, 2005, is an acceptable means of complying with this requirement. Under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) If the inspection was done after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done prior to the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

Actions Accomplished Previously

(i) Inspections and corrective actions done, and reports submitted, before the effective date of this AD in accordance with Bombardier Alert Service Bulletin A670BA-27-023, including Appendix A, dated May 3, 2005, are acceptable for compliance with the corresponding requirements of paragraphs (f) and (h) of this AD.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, New York ACO, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(k) Canadian airworthiness directive CF-2005-23, dated June 29, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use Bombardier Alert Service Bulletin A670BA-27-023, including Appendix A, Revision A, dated May 18, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on February 1, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-1295 Filed 2-14-06; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-04

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-04-06 Airbus: Amendment 39-14487. Docket No. FAA-2005-23143; Directorate Identifier 2005-NM-177-AD.

Effective Date

(a) This AD becomes effective March 24, 2006.

Affected ADs

(b) This AD supersedes AD 2000-24-02.

Applicability

(c) This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Airbus Model A318-111 and -112 airplanes on which Airbus Modification 26495 has been incorporated in production.

(2) All Airbus Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111 airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, and -131 airplanes.

Unsafe Condition

(d) This AD results from reports of wear damage to the inboard flap trunnions after incorporation of the terminating modification. We are issuing this AD to detect and correct wear of the inboard flap trunnions, which could lead to loss of flap surface control and consequently result in the flap detaching from the airplane. A detached flap could result in damage to the tail of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Certain Requirements of AD 2000-24-02

Modification

(f) For Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111 airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, and -131 airplanes; except those on which Airbus Modification 26495 has been accomplished in

production: Within 18 months after January 8, 2001 (the effective date of AD 2000-24-02), modify the sliding panel driving mechanism of the flap drive trunnions, in accordance with Airbus Service Bulletin A320-27-1117, Revision 02, dated January 18, 2000.

Note 1: Accomplishment of the modification required by paragraph (f) of this AD before January 8, 2001, in accordance with Airbus Service Bulletin A320-27-1117, dated July 31, 1997; or Revision 01, dated June 25, 1999, is acceptable for compliance with that paragraph.

Requirements of This AD

Detailed Inspections

(g) For all airplanes: At the latest of the applicable compliance times specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD, do a detailed inspection of the inboard flap trunnions for any wear marks and of the sliding panels for any cracking at the long edges, and do any corrective actions as applicable, by accomplishing all of the applicable actions specified in the Accomplishment Instructions of Airbus Service Bulletin A320-57-1133, dated July 28, 2005; except as provided by paragraph (h) of this AD. Any corrective actions must be done at the compliance times specified in Figures 5 and 6, as applicable, of the service bulletin; except as provided by paragraph (i) of this AD. Repeat the detailed inspections thereafter at intervals not to exceed 4,000 flight hours.

Note 2: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

(1) Before accumulating 4,000 total flight hours on the inboard flap trunnion since new.
(2) Within 4,000 flight hours after accomplishing paragraph (f) of this AD.
(3) Within 600 flight hours after the effective date of this AD.

No Reporting Requirement

(h) Although Airbus Service Bulletin A320-57-1133, dated July 28, 2005, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Compliance Times

(i) Where Airbus Service Bulletin A320-57-1133, dated July 28, 2005, specifies replacing the sliding panel at the next opportunity, replace it within 600 flight hours after the inspection required by paragraph (g) of this AD. If the trunnion is found damaged during any inspection required by paragraph (g) of this AD, do the corrective actions specified in the service bulletin before further flight. Where the service bulletin specifies contacting the manufacturer for a grace period assessment after replacing the trunnion or flap, contact the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or Direction Générale de l'Aviation Civile (DGAC) for the grace period assessment.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(k) French airworthiness directive F-2005-139, dated August 3, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use Airbus Service Bulletin A320-27-1117, Revision 02, dated January 18, 2000; and Airbus Service Bulletin A320-57-1133, excluding Appendix 01, dated July 28, 2005, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Airbus Service Bulletin A320-57-1133, excluding Appendix 01, dated July 28, 2005, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On January 8, 2001 (65 FR 75603, December 4, 2000), the Director of the Federal Register approved the incorporation by reference of Airbus Service Bulletin A320-27-1117, Revision 02, dated January 18, 2000.

(3) Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on February 6, 2006.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-1405 Filed 2-16-06; 8:45 am]

BW 2006-04

BAE SYSTEMS (OPERATIONS) LIMITED (FORMERLY BRITISH AEROSPACE REGIONAL AIRCRAFT)
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-04-07 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-14488. Docket 2002-NM-172-AD.

Applicability: All Model BAe 146-100A, -200A, and -300A series airplanes and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent pitch oscillation (vertical bouncing) of the fuselage due to excessive ice buildup on the elevator servo tab, and consequent reduced controllability of the airplane, accomplish the following:

Linear Fluid-Filled Damper Installation

(a) Within 24 months after the effective date of this AD, install linear fluid-filled dampers between each elevator surface and the airplane structure on both the left and right sides of the airplane and perform the related structural and system modifications, by doing all actions in accordance with the Accomplishment Instructions of the service bulletins specified in Table 1 of this AD; as applicable.

Table 1–Service Information

BAE Systems (operations) limited modification service bulletin	Revision level	Date
SB27–167–01614CDG	2	July 25, 2003
SB27–168–01614EH	2	July 25, 2003
SB27–169–01692A	1	July 11, 2002
SB27–170–01692E, including Appendix 1, Revision 1, dated August 27, 2001 [1]	3	May 16, 2003
SB27–171–01692F, including Appendix 1, dated March 20, 2001 [2]	1	July 10, 2002
SB27–174–01692G	Original	December 10, 2001

[1] (For Model BAE 146 airplanes only)
[2] (For Model Avro 146-RJ airplanes only)

Credit for Prior Revisions of Service Information

(b) Actions accomplished before the effective date of this AD in accordance with applicable service information listed in Table 2 of this AD are considered acceptable for compliance with the corresponding actions specified in paragraph (a) of this AD.

Table 2–Prior Revisions of Service Information

BAE Systems (operations) limited modification service bulletin	Revision level	Date
SB27–167–01614CDG	Original	January 2, 2001
SB27–167–01614CDG	1	July 11, 2002
SB27–168–01614EH	Original	January 22, 2001
SB27–168–01614EH	1	July 11, 2002
SB27–169–01692A	Original	December 10, 2001
27–170–01692E, including Appendix 1 [1]	Original	March 20, 2001
SB27–170–01692E, including Appendix 1 [1]	1	August 27, 2001
SB27–170–01692E, including Appendix 1, Revision 1, dated August 27, 2001 [1]	2	July 10, 2002
SB27–171–01692F, including Appendix 1 [2]	Original	March 20, 2001

[1] (For Model BAE 146 airplanes only)
[2] (For Model Avro 146-RJ airplanes only)

No Reporting Requirement

(c) Although all referenced service bulletins describe procedures for reporting accomplishment to the manufacturer, this AD does not require that action.

Alternative Methods of Compliance

(d)(1) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, is authorized to approve alternative methods of compliance for this AD.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Note 1: The subject of this AD is addressed in British airworthiness directive 005-12-2001.

Incorporation by Reference

(e) Unless otherwise specified in this AD, the actions must be done in accordance with the service information specified in Table 3 of this AD, as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of this service information, contact British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171. To inspect copies of this service information, go to the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or to the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Table 3–Service Information Incorporated by Reference

BAE Systems (operations) limited modification service bulletin	Revision level	Date
SB27–167–01614CDG	2	July 25, 2003
SB27–168–01614EH	2	July 25, 2003
SB27–169–01692A	1	July 11, 2002
SB27–170–01692E, including Appendix 1, Revision 1, dated August 27, 2001	3	May 16, 2003
SB27–171–01692F, including Appendix 1, dated March 20, 2001	1	July 10, 2002
SB27–174–01692G	Original	December 10, 2001

Effective Date

(f) This amendment becomes effective on March 24, 2006

Issued in Renton, Washington, on February 6, 2006
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service
[FR Doc 06-1410 Filed 2-16-06; 8:45 am]

BW 2006-04

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-04-08 Airbus: Amendment 39-14489. Docket No. FAA-2005-22455; Directorate Identifier 2005-NM-095-AD.

Effective Date

(a) This AD becomes effective March 24, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes, A300 B4-605R and B4-622R airplanes, A300 F4-605R and F4-622R airplanes, and A300 C4-605R Variant F airplanes; and Airbus Model A310-304, -322, -324, and -325 airplanes; certificated in any category; equipped with Sogerma Socea powered seats having part number (P/N) TAAI2-13PE00-01, -13PE01-01, -13CE00-01, or 13CE01-01 installed.

Unsafe Condition

(d) This AD results from a production defect found in certain actuators during overhaul of the pilot's and co-pilot's seats. We are issuing this AD to prevent uncommanded movement of the pilot's or co-pilot's seat, which could result in interference with the operation of the airplane and consequent temporary loss of airplane control.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection for Actuator Part Numbers and Corrective Action

(f) Within 600 flight hours or 30 days after the effective date of this AD, whichever is first: Inspect to determine if a Messier Bugatti (Labinal) actuator with P/N 4136290004 or 4136290005 is installed on the pilot's or co-pilot's seat by doing all the actions specified in the Accomplishment Instructions of Airbus Service Bulletin A310-25-2182 (for A310-300 series airplanes), dated February 1, 2005, or A300-25-6194, Revision 01 (for A300-600 series airplanes), dated April 8, 2005, as applicable.

(1) If no actuator with the identified P/N is installed, no further action is required by this paragraph.

(2) If any actuator with any identified P/N is installed: Within 6 months after the effective date of this AD, replace the affected actuator with a new actuator in accordance with the Accomplishment Instructions of the applicable service bulletin.

Note 1: Airbus Service Bulletins A310-25-2182 and A300-25-6194 reference Sogerma-Services Service Bulletin TAAI2-25-616, dated November 30, 2004, as an additional source of service information for accomplishing the actuator replacement.

Credit for Previous Issue of Service Bulletin

(g) Inspections and corrective action accomplished before the effective date of this AD in accordance with Airbus Service Bulletin A300-25-6194 (for A300-600 series airplanes), dated February 1, 2005, is acceptable for compliance with the actions required by paragraph (f) of this AD.

Parts Installation

(h) After the effective date of this AD, no Messier Bugatti (Labinal) actuator with P/N 4136290004 or 4136290005 may be installed on any airplane.

No Reporting Required

(i) Although the service bulletins referenced in this AD specify to submit an inspection report to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(k) French airworthiness directive F-2005-038, dated March 2, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use Airbus Service Bulletin A310-25-2182, excluding Appendix 01, dated February 1, 2005; or Airbus Service Bulletin A300-25-6194, Revision 01, excluding Appendix 01, dated April 8, 2005; as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov;

or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code–of– federal–regulations/ibr–locations.html.

Issued in Renton, Washington, on February 7, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-1404 Filed 2-16-06; 8:45 am]

BW 2006-04

BOMBARDIER, INC.
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-04-09 Bombardier, Inc. (Formerly Canadair): Amendment 39-14490. Docket No. FAA-2005-22872; Directorate Identifier 2005-NM-198-AD.

Effective Date

(a) This AD becomes effective March 24, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the airplanes identified in Table 1 of this AD, certificated in any category.

Table 1.–Applicability

Bombardier models	Serial Nos.
CL–600–2C10 (Regional Jet Series 700, 701, & 702) airplanes	10003 through 10218 inclusive.
CL–600–2D15 (Regional Jet Series 705) airplanes, CL–600–2D24 (Regional Jet Series 900) airplanes.	15001 through 15047 inclusive.

Unsafe Condition

(d) This AD results from reports of the Camloc fasteners on the sidewall of the center pedestal disengaging and interfering with an inboard rudder pedal. We are issuing this AD to prevent these fasteners from disengaging and interfering with an inboard rudder pedal, which could reduce directional controllability of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Replacement of Fasteners

(f) Within 5,500 flight hours after the effective date of this AD, replace, with screws and nut plate assemblies, the Camloc fasteners on the left and right sidewalls of the center pedestal, in

accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-25-037, Revision A, dated August 25, 2005.

Actions Accomplished Previously

(g) Replacing fasteners before the effective date of this AD in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-25-037, dated June 23, 2005, is acceptable for compliance with the requirements of paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(i) Canadian airworthiness directive CF-2005-31, dated August 17, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use Bombardier Service Bulletin 670BA-25-037, Revision A, dated August 25, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal–register/ code–of–federal–regulations/ibr–locations.html.

Issued in Renton, Washington, on February 6, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-1406 Filed 2-16-06; 8:45 am]

BW 2006-04

CESSNA AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2006-04-10 Cessna Aircraft Company: Amendment 39-14491. Docket No. FAA-2005-22558; Directorate Identifier 2005-NM-107-AD.

Effective Date

(a) This AD becomes effective March 24, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Cessna Model 500, 550, S550, 560, 560XL, and 750 airplanes, certificated in any category; as identified in the service bulletins in Table 1 of this AD.

Table 1.–Cessna Service Bulletins

Cessna service bulletin	Revision	Date	Cessna model
SB500–26–02	Original	April 1, 2005	500 airplanes.
SB550–26–05	Original	April 1, 2005	550 airplanes.
SB560–26–01	Original	April 1, 2005	560 airplanes.
SB560XL–26–02	1	December 22, 2004	560XL airplanes.
SB750–26–05	Original	November 24, 2004	750 airplanes.
SBS550–26–02	Original	April 1, 2005	S550 airplanes.

Unsafe Condition

(d) This AD results from a report of mis-wired fire extinguishing bottles. We are issuing this AD to ensure that the fire extinguishing bottles are activated in the event of an engine or auxiliary power unit (APU) fire, and that flammable fluids are not supplied during a fire, which could result in an unextinguished fire in the nacelle or APU.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Installation

(f) Within 100 flight hours or 60 days after the effective date of this AD, whichever occurs first: Install identification sleeves on the wires for the positive and negative terminal studs of the applicable fire extinguishing bottles identified in paragraphs (f)(1), (f)(2), and (f)(3) of this AD; re-connect the wires to the correct studs; test the connection; and re-connect the wires again as applicable until the connection tests correctly. Do all actions in accordance with the Accomplishment Instructions of the applicable service bulletin identified in Table 1 of this AD.

(1) For Cessna Model 500, 550, S550, and 560 airplanes: The engine fire extinguishing bottles.

(2) For Cessna Model 560XL airplanes: The engine and the APU fire extinguishing bottles.

(3) For Cessna Model 750 airplanes: The APU fire extinguishing bottle.

No Reporting Requirement

(g) Although the Accomplishment Instructions of the service bulletins identified in Table 1 of this AD describe procedures for submitting a maintenance transaction report to the manufacturer, this AD does not require that action.

Actions Accomplished in Accordance With Earlier Revision of Service Bulletin

(h) Actions done before the effective date of this AD in accordance with the Accomplishment Instructions of Cessna Service Bulletin SB560XL-26-02, dated November 22, 2004, are acceptable for compliance with the corresponding action in this AD.

Parts Installation

(i) After the effective date of this AD, no person may install on any airplane a fire-extinguishing bottle unless identification sleeves on the wires for the positive and negative terminal studs have been installed in accordance with paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(k) You must use the service information listed in Table 2 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Table 2.–Material Incorporated by Reference

Cessna service bulletin	Revision level	Date
SB500–26–02, including Service Bulletin Supplemental Data	Original	April 1, 2005.
SB550–26–05, including Service Bulletin Supplemental Data	Original	April 1, 2005.
SB560–26–01, including Service Bulletin Supplemental Data	Original	April 1, 2005.
SB560XL–26–02, including Service Bulletin Supplemental Data, dated November 22, 2004, and excluding Attachment.	1	December 22, 2004.
SB750–26–05, including Service Bulletin Supplemental Data	Original	November 24, 2004.
SBS550–26–02, including Service Bulletin Supplemental Data	Original	April 1, 2005.

Issued in Renton, Washington, on February 7, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-1407 Filed 2-16-06; 8:45 am]